Report Date: 03 Nov 2014

Summary Report for Individual Task
011-217-1075
Perform Single-Engine Landing
Status: Approved

Condition: In a Mi-17 helicopter or a Mi-17 FS, with an IP, and the before-landing check completed; given entry altitude and airspeed. This task should not be trained in MOPP 4.

Standard: 1. Select suitable landing area.

2. Maintain constant approach angle clear of obstacles to desired point of touchdown.

3. Maintain ground track alignment. Execute a smooth, controlled touchdown at speed appropriate for the conditions, but not exceeding 27 Knots ground speed.

4. Touchdown with a maximum of 10 degrees nose high attitude aligned with the landing direction +- 5 degrees.

Special Condition: None

Safety Risk: Medium

MOPP 4: Never

Task Statements

Cue: None

DANGER

None

WARNING

None

CAUTION

None

Remarks: None

Notes: None

Performance Steps

WARNING

Prior to performance of the maneuver, the IP must verify with theperformance planning data that the aircraft can be operated within
single-engine limitations.

CAUTION

Ensure correct fuselage center-line alignment prior to allowing nose gear tocontact the surface. Faulty alignment can cause nose-gear “wobble” whichmay cause damage to the nose gear. Should wobble occur, decreasecollective sufficiently to place weight on the nose gear, apply brake, and align the fuselage with the ground track.

1. On downwind leg, the P* will reduce the collective to achieve a power setting to allow single engine operations and adjust cyclic to attain the appropriate airspeed while maintaining altitude. To simulate single engine failure, decrease the ECL on one engine while maintaining proper RPM. Confirm that PTIT and NG are within limits. At the entry point, establish the desired approach by reducing collective and adjusting cyclic as necessary to achieve the proper airspeed. Maintain 60 to 80 KIAS until reaching approximately 100 feet AGL or a point that will clear any obstacles. Assume a decelerating attitude, while continuing to maintain a constant approach angle. Affect a smooth touchdown at or below 27 knots ground speed without exceeding singleengine PTIT or Ng limitation.

2. After touchdown, neutralize the flight controls, maintain ground track with pedals, and apply brakes as necessary.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Evaluation will be conducted in the aircraft or a Mi-17 FS.

Evaluation Preparation: Training will be conducted in the aircraft or a Mi-17 FS.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Selected suitable landing area.			
2. Maintained constant approach angle clear of obstacles to desired point of touchdown.			
3. Maintained ground track alignment. Executed a smooth, controlled touchdown at speed appropriate for the conditions, but not exceeding 27 Knots ground speed.			
4. Touchdown with a maximum of 10 degrees nose high attitude aligned with the landing direction +- 5 degrees.			

Supporting Reference(s): None

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological,

and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None